

HOTEL PROJECT AT 7285 BARK LANE NOISE AND VIBRATION ASSESSMENT

San José, California

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Prepared for:

**Sierra Bridge, LLC
1150 South Bascom Avenue #28
San José, CA 95128**

Prepared by:

**Torrey Dion
Carrie J. Janello
Michael S. Thill**

ILLINGWORTH & RODKIN, INC.
/// Acoustics • Air Quality ///

**1 Willowbrook Court, Suite 120
Petaluma, CA 94954
(707) 794-0400**

Project: 18-056

INTRODUCTION

A five-story, 125-room hotel with one level of below-grade parking is proposed at 7285 Bark Lane in San José, California. Access to the site would be from Bark Lane along the southern boundary of the site. Land uses in the project vicinity include commercial land uses to the north, south, and west, and residential land uses to the east and south.

This report evaluates the project's potential to result in significant noise and vibration impacts with respect to applicable California Environmental Quality Act (CEQA) guidelines. The report is divided into three sections: 1) the Setting Section provides a brief description of the fundamentals of environmental noise, summarizes applicable regulatory criteria, and discusses the results of the ambient noise monitoring survey completed to document existing noise conditions; 2) the General Plan Consistency Section discusses noise and land use compatibility utilizing policies in the City's General Plan; and, 3) the Impacts and Mitigation Measures Section describes the significance criteria used to evaluate project impacts, provides a discussion of each project impact, and presents measures, where necessary, to mitigate the impacts of the project on sensitive receptors in the vicinity.

SETTING

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA)*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an

average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq} . The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level (CNEL)* is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level (L_{dn} or DNL)* is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA DNL. Typically, the highest steady traffic noise level during the daytime is about equal to the DNL and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12-17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57-62 dBA DNL with open windows and 65-70 dBA DNL if the windows are closed. Levels of 55-60 dBA are common along collector streets and secondary arterials, while 65-70 dBA is a typical value for a primary/major arterial. Levels of 75-80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed; those facing major roadways and freeways typically need special glass windows.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and

interference with sleep and rest. The DNL as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA DNL. At a DNL of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the DNL increases to 70 dBA, the percentage of the population highly annoyed increases to about 25-30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a DNL of 60-70 dBA. Between a DNL of 70-80 dBA, each decibel increase increases by about 3 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the DNL is 60 dBA, approximately 30-35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.

Fundamentals of Groundborne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table 3 displays the reactions of people and the effects on buildings that continuous vibration levels produce.

The annoyance levels shown in Table 3 should be interpreted with care since vibration may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 in/sec PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Damage caused by vibration can be classified as cosmetic or structural. Cosmetic damage includes minor cracking of building elements (exterior pavement, room surfaces, etc.). Structural damage includes threatening the integrity of the building. Damage resulting from construction related vibration is typically classified as cosmetic damage. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to the building. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

TABLE 1 Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max} , L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

TABLE 2 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime	30 dBA	
		Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
	10 dBA	Broadcast/recording studio
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

TABLE 3 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Virtually no risk of damage to normal buildings
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential dwellings such as plastered walls or ceilings
0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to newer residential structures

Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, September 2013.

Regulatory Background - Noise

The State of California and the City of San José have established regulatory criteria that are applicable in this assessment. The State CEQA Guidelines, Appendix G, are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. A summary of the applicable regulatory criteria is provided below.

State CEQA Guidelines. CEQA contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. Under CEQA, noise impacts would be considered significant if the project would result in:

- (a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies;
- (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- (c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- (d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

- (e) For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels; or
- (f) For a project within the vicinity of a private airstrip, if the project would expose people residing or working in the project area to excessive noise levels.

Pursuant to recent court decisions, the impacts of site constraints, such as exposure of the proposed project to excessive levels of noise and vibration, are not included in the Impacts and Mitigation Section of this report. These items are discussed in a separate section addressing the project's consistency with the policies set forth in the City's General Plan.

CEQA does not define what noise level increase would be considered substantial. Typically, an increase in the DNL noise level resulting from the project at noise sensitive land uses of 3 dBA or greater would be considered a significant impact when projected noise levels would exceed those considered acceptable for the affected land use. An increase of 5 dBA DNL or greater would be considered a significant impact when projected noise levels would remain within those considered acceptable for the affected land use.

2016 California Building Code, Title 24, Part 2. The current version of the California Building Code (CBC) requires interior noise levels in multi-family residential units attributable to exterior environmental noise sources to be limited to a level not exceeding 45 dBA DNL/CNEL in any habitable room.

City of San José General Plan. The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies with the goal of minimizing the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies in the City of San José. The following policies are applicable to the proposed project:

EC-1.1 Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:

Interior Noise Levels

- The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected Envision General Plan traffic volumes to ensure land use compatibility and General Plan consistency over the life of this plan.

Exterior Noise Levels

- The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (Table EC-1). The acceptable exterior noise level objective is established for the City, except in the environs of the San José International Airport and the Downtown, as described below:
 - For new multi-family residential projects and for the residential component of mixed-use development (including hotel projects), use a standard of 60 dBA DNL in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. Some common use areas that meet the 60 dBA DNL exterior standard will be available to all residents. Use noise attenuation techniques such as shielding by buildings and structures for outdoor common use areas. On sites subject to aircraft overflights or adjacent to elevated roadways, use noise attenuation techniques to achieve the 60 dBA DNL standard for noise from sources other than aircraft and elevated roadway segments.

Table EC-1: Land Use Compatibility Guidelines for Community Noise in San José

LAND USE CATEGORY	EXTERIOR NOISE EXPOSURE (DNL IN DECIBELS (DBA))					
	55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care ¹						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arena, Outdoor Spectator Sports						
6. Public and Quasi-Public Auditoriums, Concert Halls, Amphitheaters						

¹Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required.

Normally Acceptable:

- Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:

- Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable:

- New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

EC-1.2 Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers,

where feasible. The City considers significant noise impacts to occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable;” or
- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the “Normally Acceptable” level.

EC-1.3 Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise-sensitive residential and public/quasi-public land uses.

EC-1.6 Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City’s Municipal Code.

EC-1.7 Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City’s Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

EC-1.11 Require safe and compatible land uses within the Mineta San José International Airport noise zone (defined by the 65 CNEL contour as set forth in State law) and encourage aircraft operating procedures that minimize noise.

City of San José Municipal Code. The City’s Municipal Code contains a Zoning Ordinance that limits noise levels at adjacent properties. Chapter 20.30.700 states that sound pressure levels generated by any use or combination of uses on a property shall not exceed 55 dBA at any property line shared with land zoned for residential use, except upon issuance and in compliance with a Conditional Use Permit.

Chapter 20.100.450 of the Municipal Code establishes allowable hours of construction within 500 feet of a residential unit between 7:00 a.m. and 7:00 p.m. Monday through Friday unless

permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence.

Chapter 20.40.500 of the Municipal Code prohibits outdoor activity, including loading, sweeping, landscaping or maintenance, that occurs within 150 feet of any residentially zoned property between the hours of 12:00 a.m. midnight and 6:00 a.m.

Santa Clara County Airport Land Use Commission Comprehensive Land Use Plan. The Comprehensive Land Use Plan adopted by the Santa Clara County Airport Land Use Commission contains standards for projects within the vicinity of San José International Airport, which are relevant to this project:

4.3.2.1 Noise Compatibility Policies

Policy N-3 Noise impacts shall be evaluated according to the Aircraft Noise Contours presented on Figure 5 (2022 Aircraft Noise Contours).

Policy N-4 No residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project or a multi-unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.)

Regulatory Background – Vibration

City of San José General Plan. The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies to achieve the goal of minimizing vibration impacts on people, residences, and business operations in the City of San José. The following policies are applicable to the proposed project:

EC-2.3 Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

Existing Noise Environment

The project site is located at 7285 Bark Lane in San José, California. A gas station and a fast food restaurant with a drive-thru are located to the west of the site. To the north are local commercial office buildings, and residential land uses are located to the east. To the south, opposite Bark Lane, are commercial offices and multi-family residences.

A noise monitoring survey was performed in the project vicinity beginning on Thursday, March 29, 2018 and concluding on Monday, April 2, 2018. The monitoring survey included two long-term (LT-1 and LT-2) noise measurements and two short-term (ST-1 and ST-2) noise measurements. All measurement locations are shown in Figure 1.

The existing noise environment at the project site results primarily from vehicular traffic on South De Anza Boulevard and nearby State Route 85 (SR 85). Traffic along Bark Lane and aircraft associated with Mineta San José International Airport operations also affect the noise environment at the site.

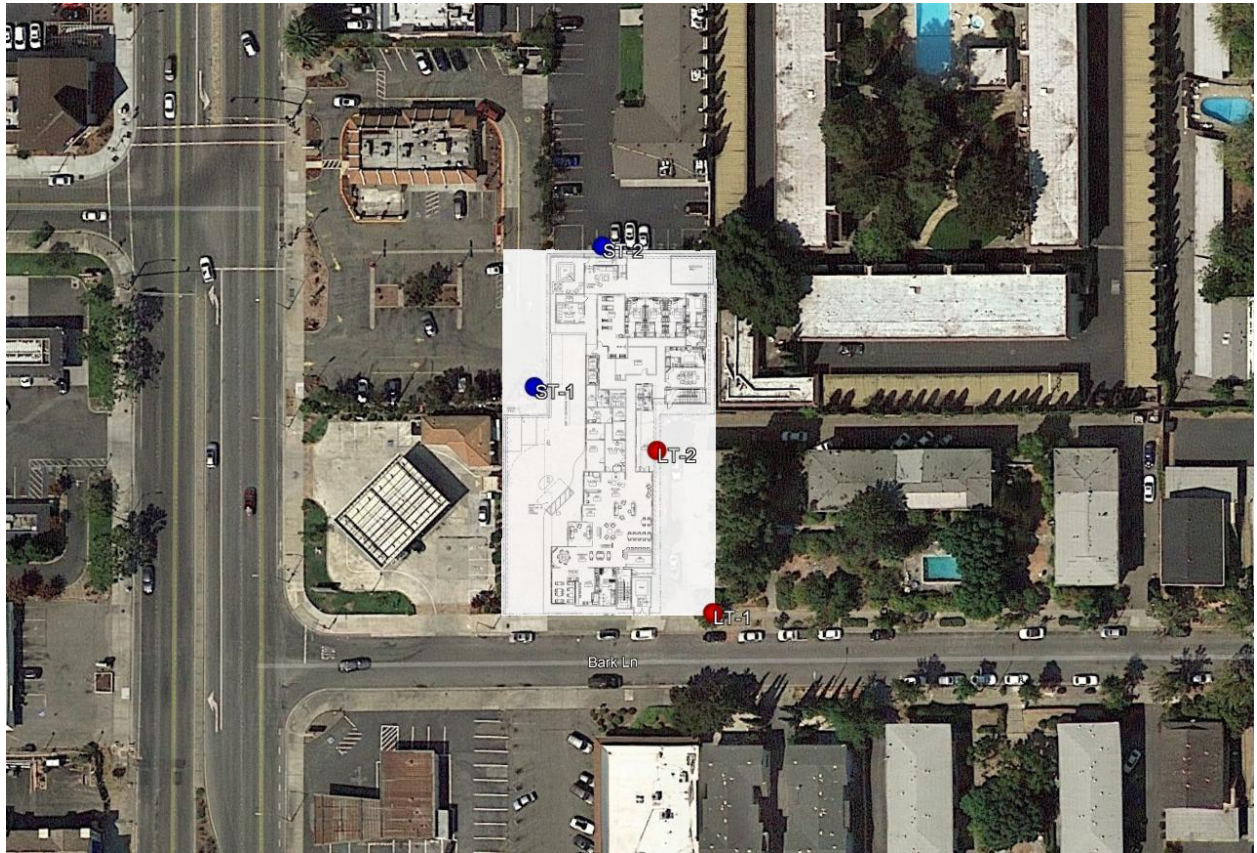
Long-term noise measurement LT-1 was made approximately 25 feet north of the centerline of Bark Lane, just to the east of the project site. On Friday, March 30, 2018, between 3:00 p.m. and 4:00 p.m., there were two consecutive 10-minute intervals where elevated noise levels were measured. Compared to the typical daytime hourly average noise levels ranging from 55 to 64 dBA L_{eq} that occurred throughout the measurement period, the hourly average noise level of 70 dBA L_{eq} that occurred between 3:00 p.m. and 4:00 p.m. on this day was determined to be irregular. Therefore, this outlier point was removed from the day-night average noise level calculation. During nighttime hours, hourly average noise levels at LT-1 typically ranged from 44 to 60 dBA L_{eq} . The day-night average noise level at LT-1 ranged from 59 to 62 dBA DNL, and the daily trends in noise levels at LT-1 are shown in Figures 2 through 6.

Noise measurement LT-2 was made along the eastern boundary of the site, approximately 130 feet north of the centerline of Bark Lane. Hourly average noise levels at this location typically ranged from 55 to 63 dBA L_{eq} during the day and from 47 to 62 dBA L_{eq} at night. The day-night average noise level ranged from 59 to 63 dBA DNL at LT-2, and the daily trends in noise levels at LT-2 are shown in Figures 7 through 11.

Short-term noise measurements were made over 10-minute periods, concurrent with the long-term noise data, on Monday, April 2, 2018, between 2:00 p.m. and 2:30 p.m. in order to complete the noise survey. All short-term measurement results are summarized in Table 4.

Noise measurement ST-1 was made behind the Chevron gas station, approximately 200 feet east of the centerline of South De Anza Boulevard. The 10-minute average noise level measured at ST-1 was 56 dBA $L_{eq(10-min)}$. ST-2 was made from the parking lot directly north of the site, approximately 55 feet from the speaker box at the McDonald's drive-thru. Two vehicles went through the drive-thru during the measurement at ST-2 and are included in the 10-minute average, which was also 56 dBA $L_{eq(10-min)}$.

FIGURE 1 Noise Measurement Locations



Source: Google Earth 2018.

FIGURE 2 Daily Trend in Noise Levels at LT-1, Thursday, March 29, 2018

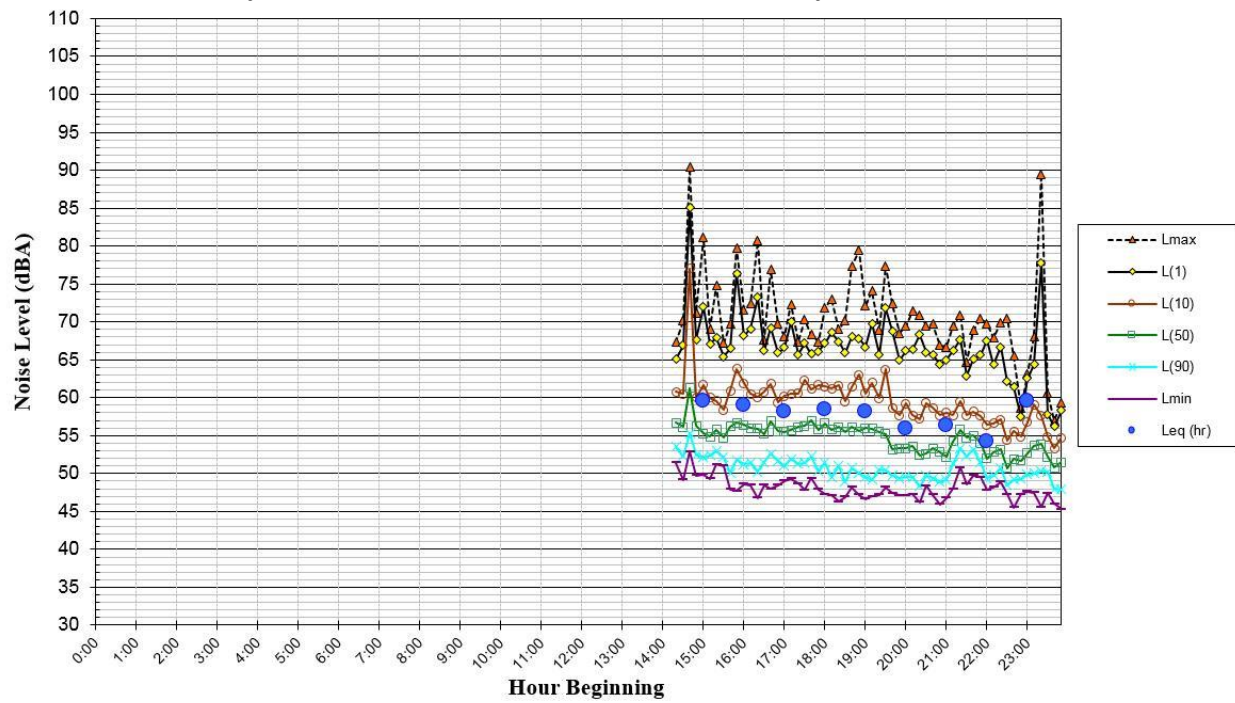


FIGURE 3 Daily Trend in Noise Levels at LT-1, Friday, March 30, 2018

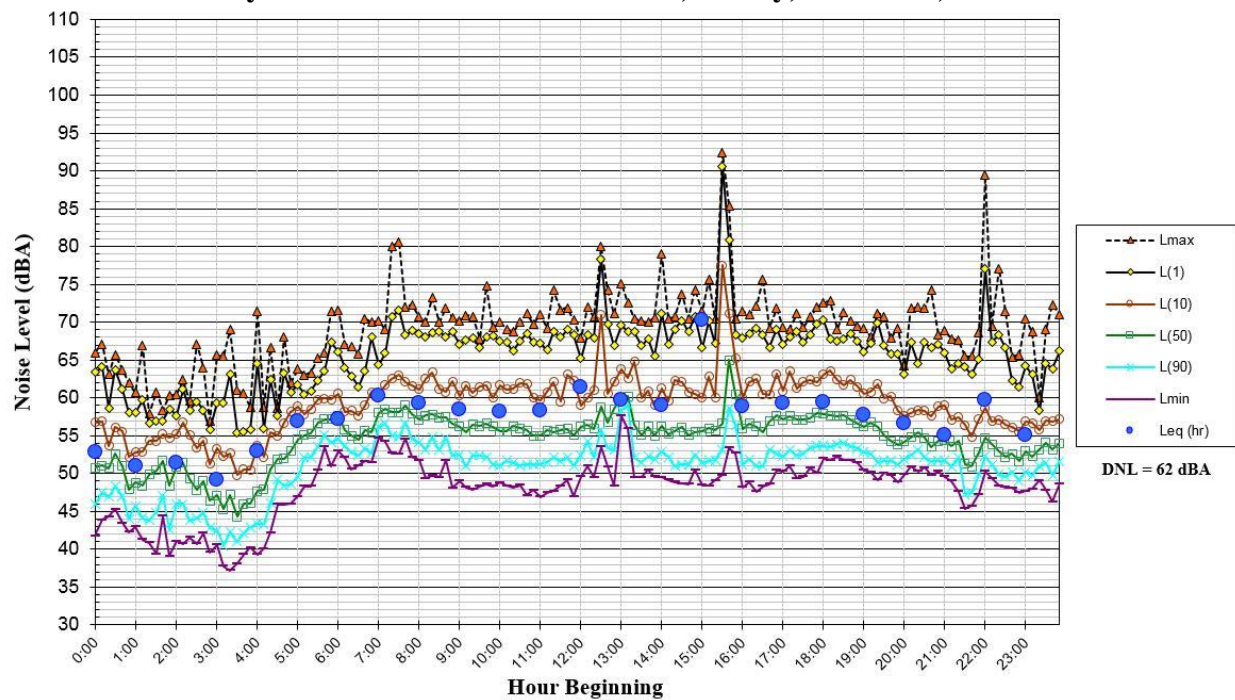


FIGURE 4 Daily Trend in Noise Levels at LT-1, Saturday, March 31, 2018

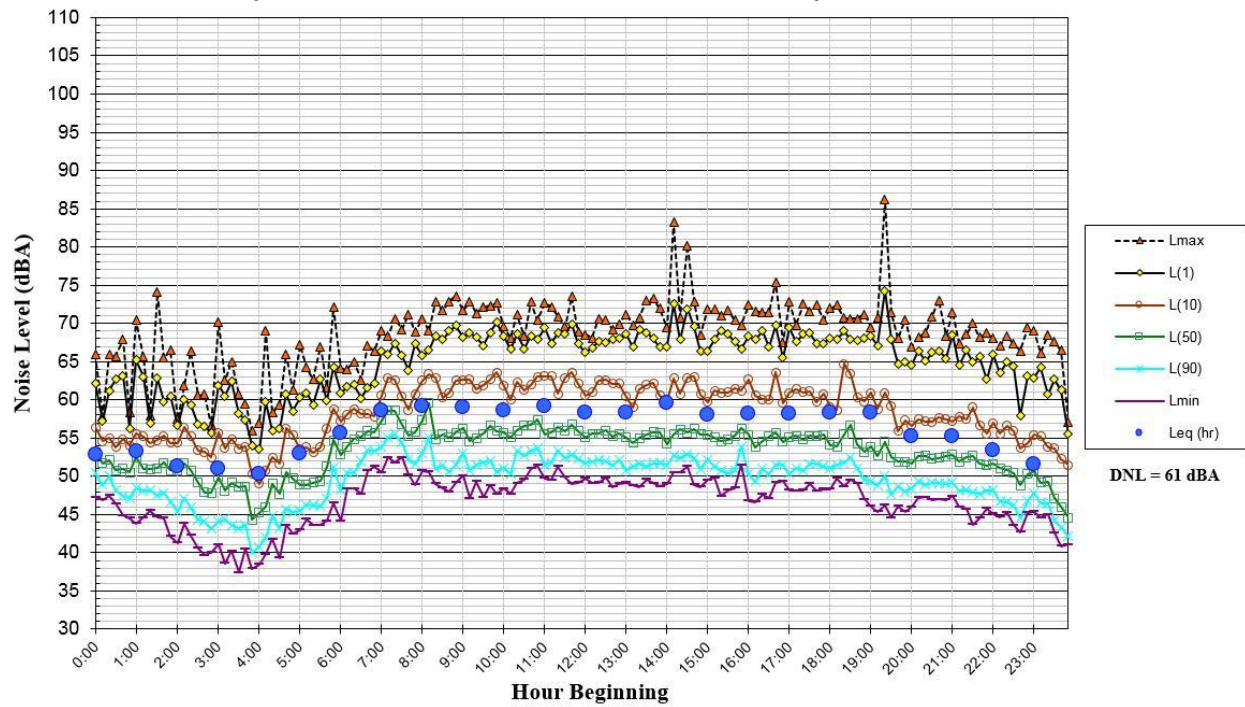


FIGURE 5 Daily Trend in Noise Levels at LT-1, Sunday, April 1, 2018

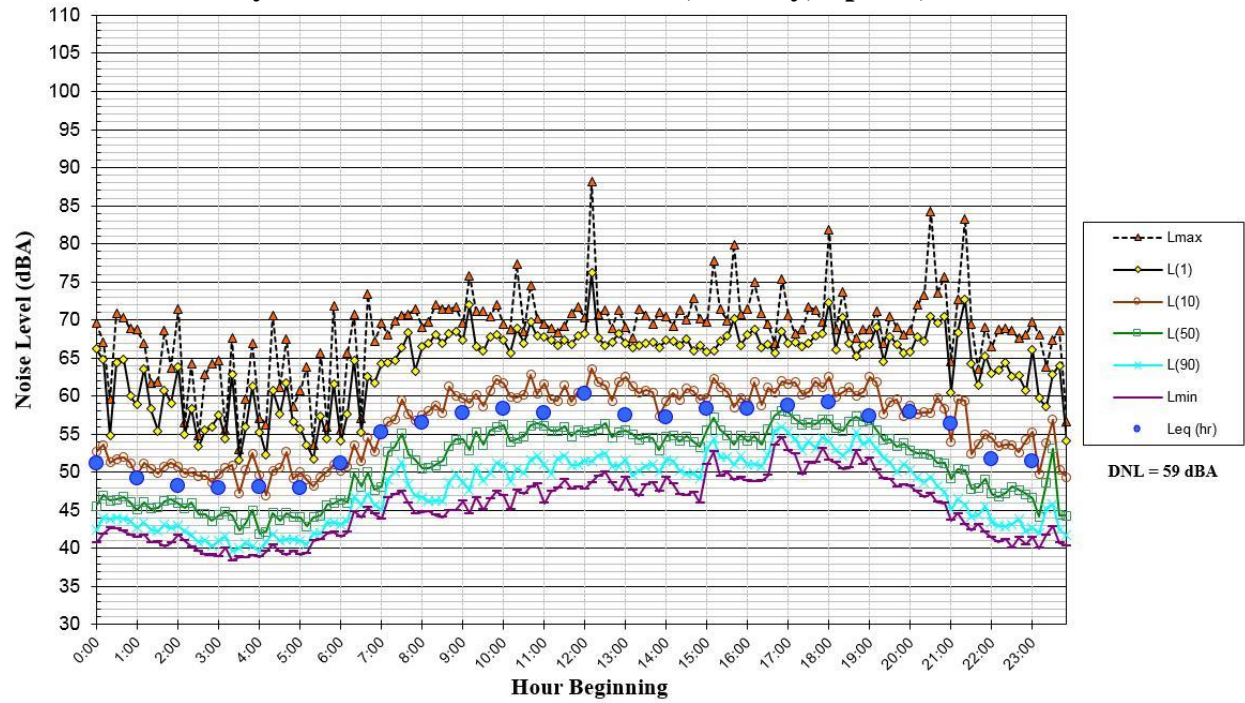


FIGURE 6 Daily Trend in Noise Levels at LT-1, Monday, April 2, 2018

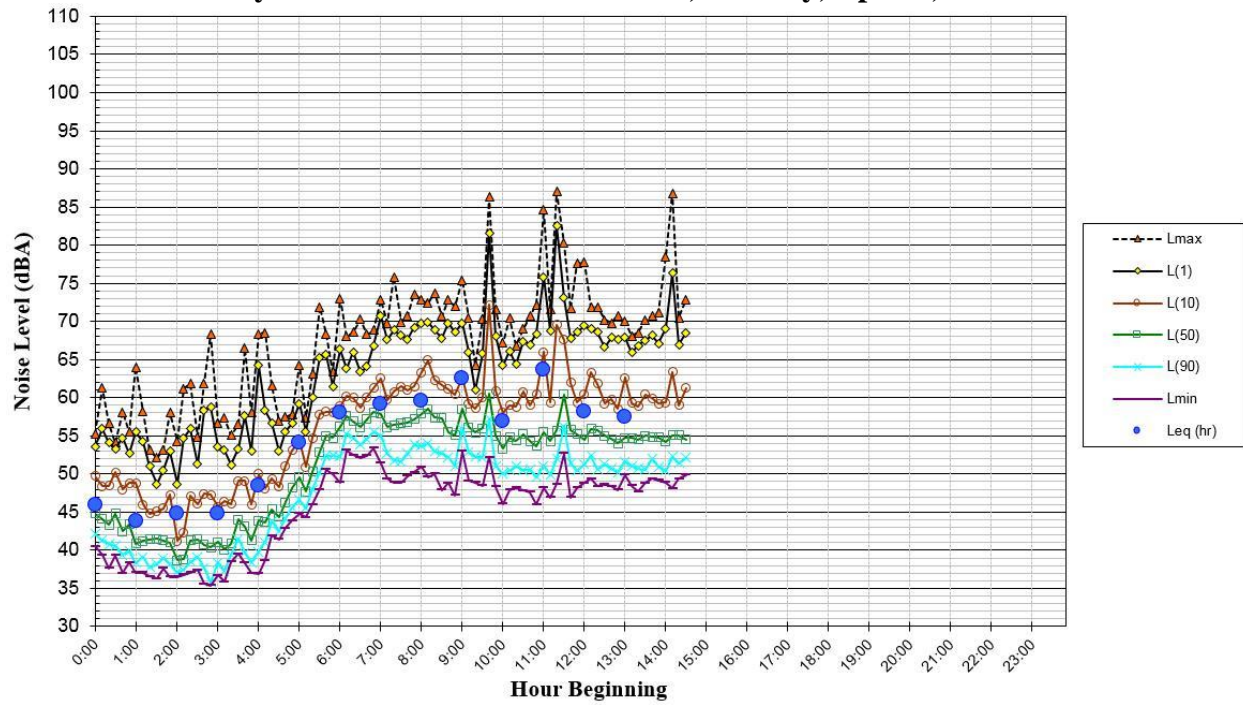


FIGURE 7 Daily Trend in Noise Levels at LT-2, Thursday, March 29, 2018

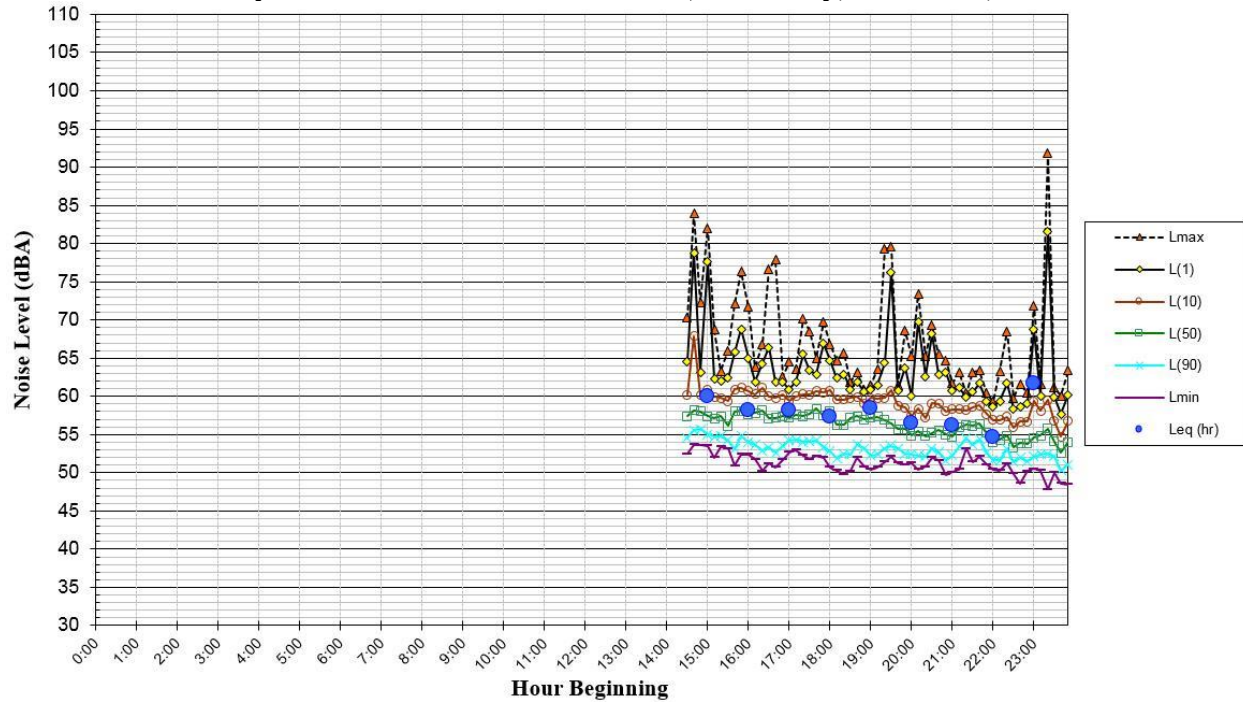


FIGURE 8 Daily Trend in Noise Levels at LT-2, Friday, March 30, 2018

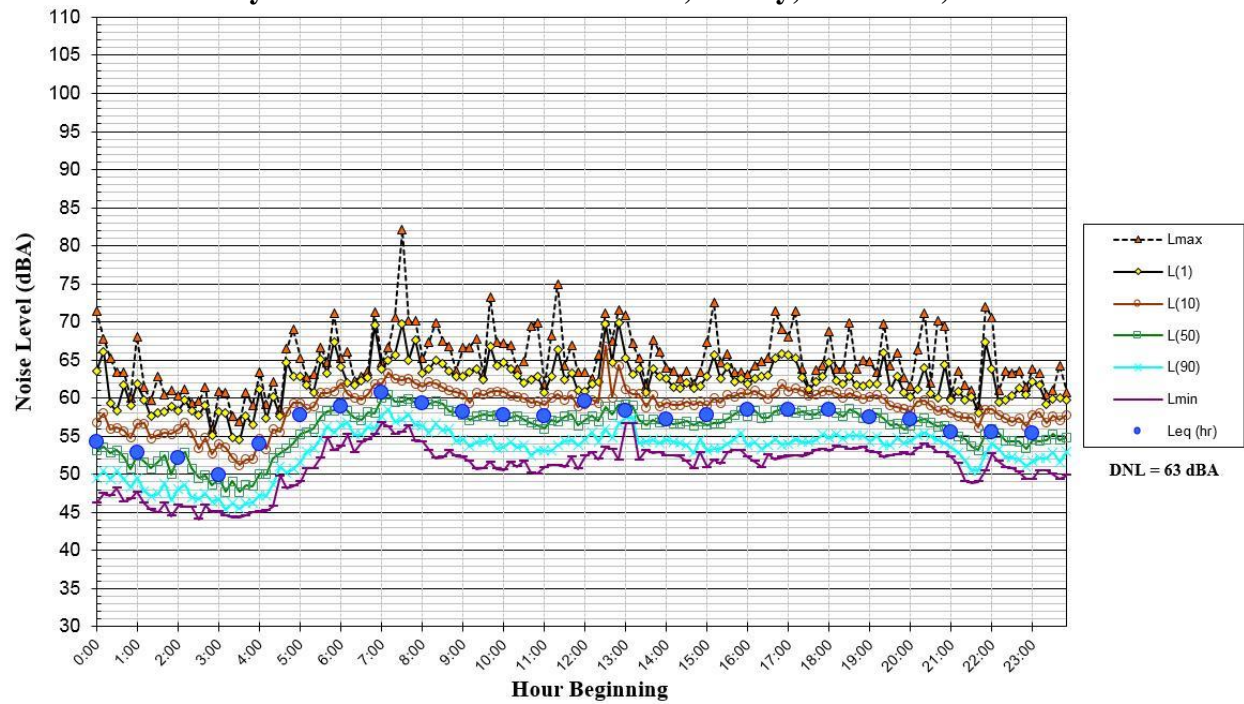


FIGURE 9 Daily Trend in Noise Levels at LT-2, Saturday, March 31, 2018

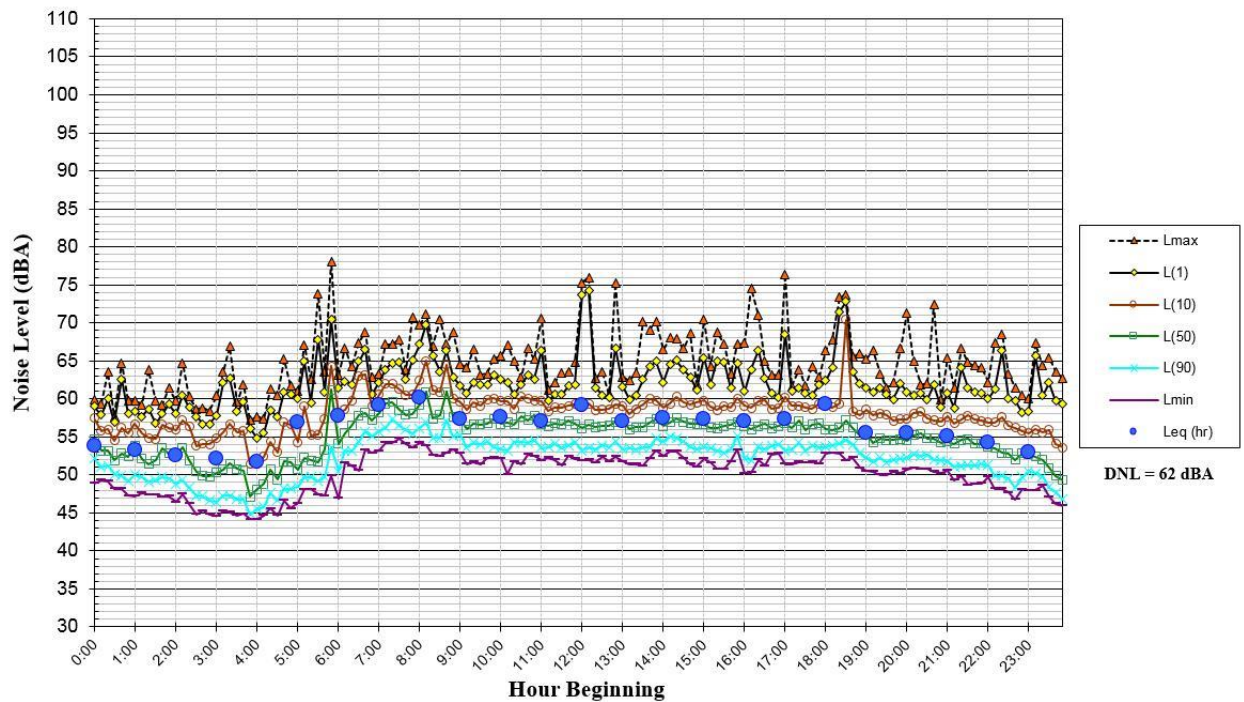


FIGURE 10 Daily Trend in Noise Levels at LT-2, Sunday, April 1, 2018

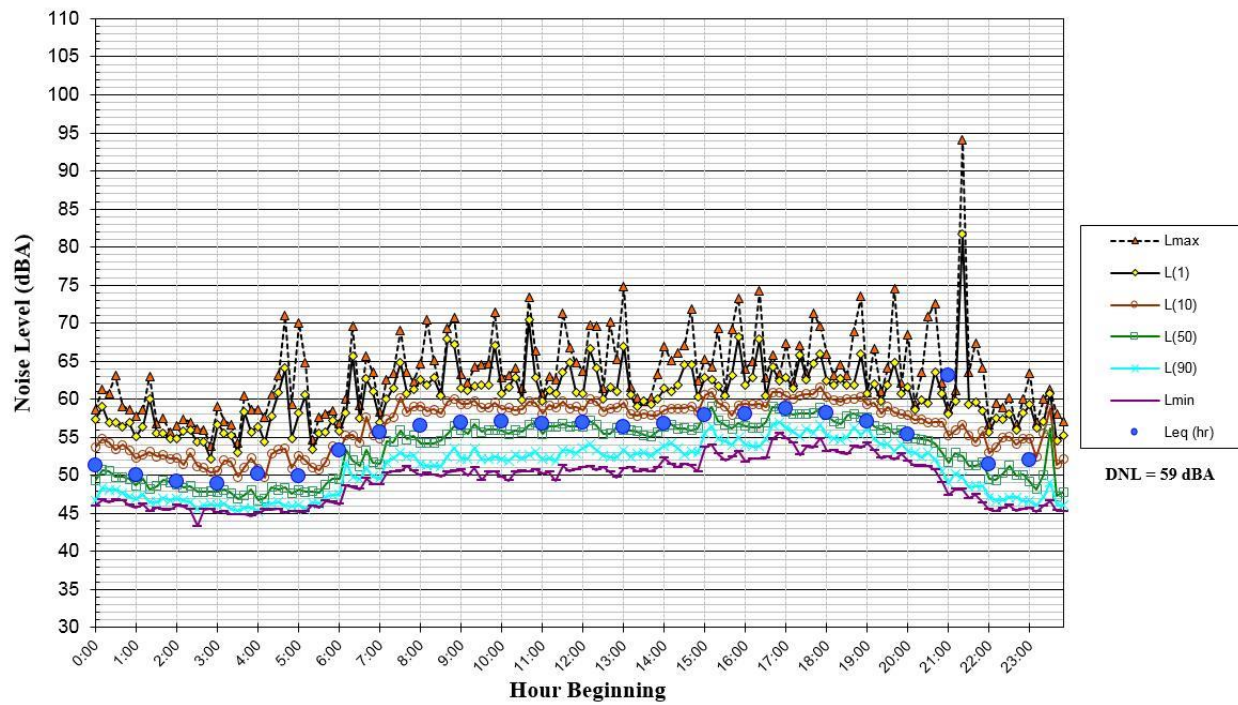


FIGURE 11 Daily Trend in Noise Levels at LT-2, Monday, April 2, 2018

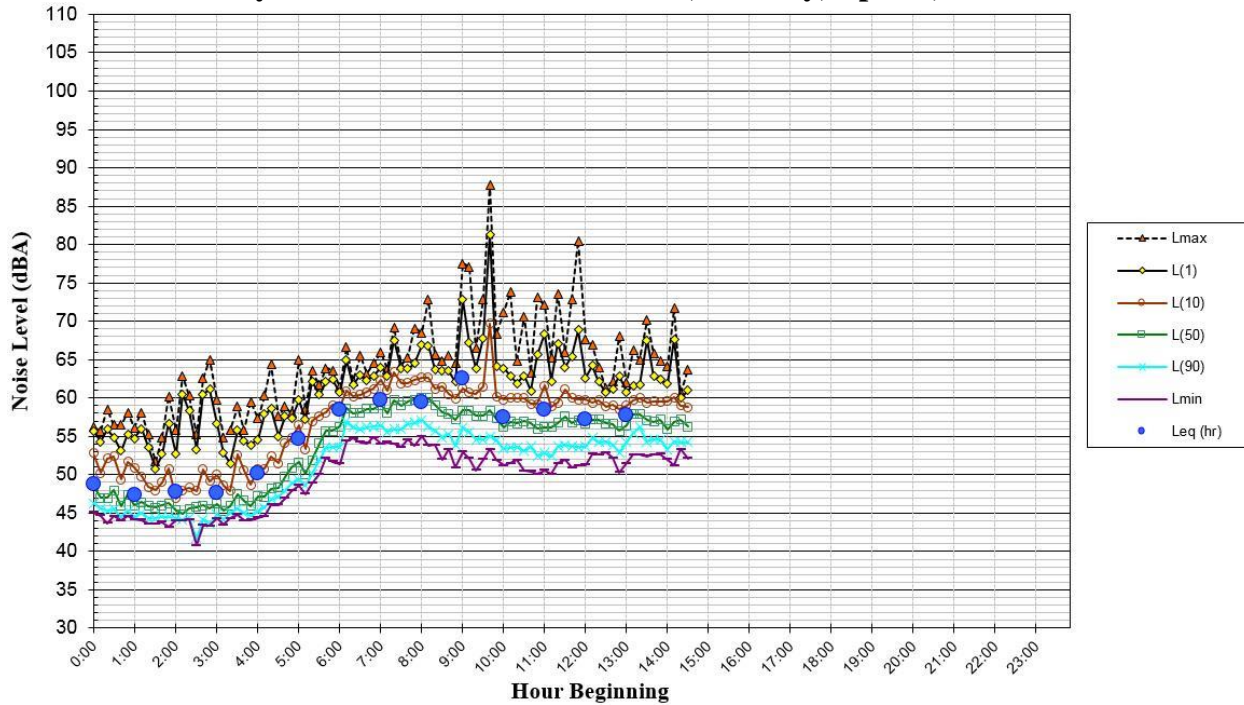


TABLE 4 Summary of Short-Term Noise Measurements (dBA)

Noise Measurement Location (Date, Time)	L _{max}	L ₍₁₎	L ₍₁₀₎	L ₍₅₀₎	L ₍₉₀₎	L _{eq(10-min)}
ST-1: Behind Chevron gas station (4/2/2018, 14:00-14:10)	65	64	58	55	53	56
ST-2: ~55 feet from speaker box at McDonald's drive thru (4/2/2018, 14:20-14:30)	60	58	57	55	54	56

PLAN CONSISTENCY ANALYSIS

Noise and Land Use Compatibility

The exterior noise threshold established in the City's General Plan for new hotel projects is 60 dBA DNL at usable outdoor activity areas, excluding balconies and porches. The City requires that interior noise levels be maintained at 45 dBA DNL or less for hotel uses.

The future noise environment at the project site would continue to result primarily from vehicular traffic along SR 85, South De Anza Boulevard, and Bark Lane. A traffic report was completed by *Hexagon Transportation Consultants, Inc.* for the proposed project and included traffic scenarios for existing, background, existing plus project, background plus project, cumulative, and cumulative plus project conditions.¹ According to the study, cumulative plus project volumes along Bark Lane would increase from existing traffic conditions by 60 percent. However, the existing traffic volumes along Bark Lane are relatively low, in comparison to nearby South De Anza Boulevard, which would not result in a measurable increase under cumulative plus project conditions. Conservatively, future noise levels at the project site are estimated to increase by up to 1 dBA from existing ambient conditions. That is, future noise levels at LT-1 would range from 60 to 63 dBA DNL under future cumulative conditions.

Future Exterior Noise Environment

Two outdoor use areas were identified from a review of the site plan dated December 20, 2017. A ground-floor patio would be located just north of the lobby area and an outdoor raised pool area with outdoor seating area would be located at the rear of the site.

The patio would be located along the eastern side of the proposed hotel. This outdoor space would be shielded from traffic noise along SR 85 and South De Anza Boulevard by the proposed hotel building. While some traffic noise from Bark Lane would affect the patio noise environment, this space would be mostly shielded from direct line-of-sight to the roadway by the proposed hotel and existing residential buildings located to the east. With the center of the patio set back approximately 140 feet from the centerline of Bark Lane, the future exterior noise levels at this outdoor use area would be at or below 60 dBA DNL.

The outdoor seating area adjacent to the spa would be located at the rear of the project site, adjacent to the parking lot of the existing commercial use to the north. The proposed hotel would provide

¹ Hexagon Transportation Consultants, Inc., "Bark Lane Hotel Transportation Impact Analysis," April 9, 2018.

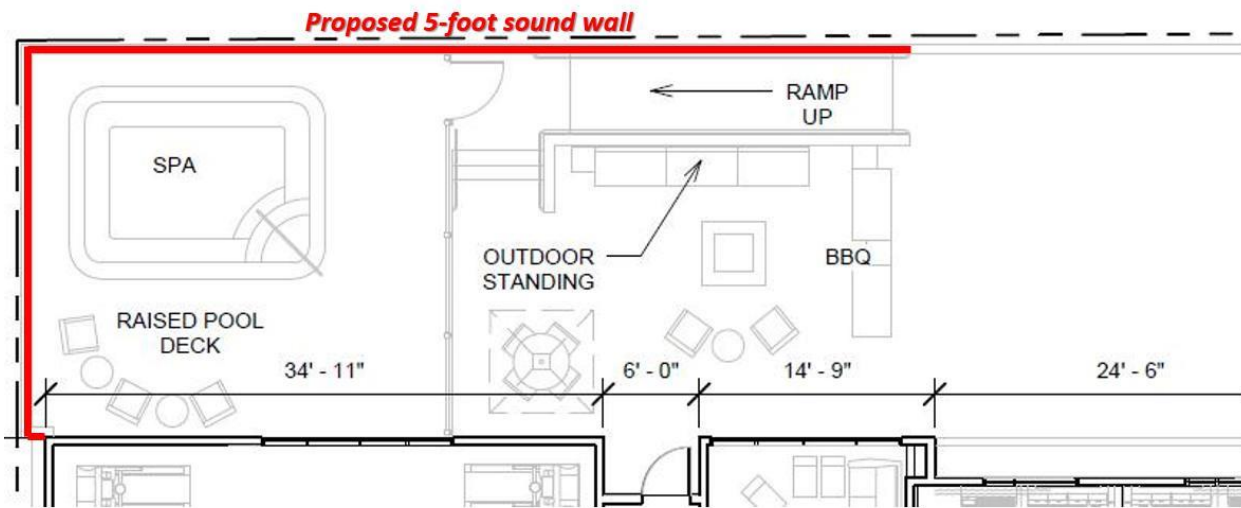
shielding from traffic noise along Bark Lane, but this outdoor use area would have direct line-of-sight to SR 85 and South De Anza Boulevard. Additionally, operational noise from the McDonald's drive-thru would also affect the noise environment at the pool area. Based on the noise measurements at ST-2, the speaker box at the drive-thru window would result in 10-minute average noise levels of 56 dBA for a total of two drive-thru users. With the center of the outdoor use area being approximately 225 feet from the centerline of South De Anza Boulevard and approximately 40 feet from the McDonald's drive thru, the future exterior noise levels at the outdoor pool and seating area would be 64 dBA DNL. The future exterior noise environment at the outdoor pool area would exceed the City's General Plan threshold of 60 dBA DNL.

Recommended Measures to Reduce Exterior Noise Levels

Methods available to reduce exterior noise levels at the outdoor pool area include site planning alternatives (e.g., increased setbacks and using the proposed buildings as noise barriers), the construction of traditional noise barriers or earth berms, or a combination of the above. For the proposed project, the pool area could be relocated to a more compatible location on the first floor where the proposed hotel would provide additional shielding. Based on the existing site plan, however, this option may not be feasible. Therefore, the optimal measure for noise reduction would be to construct a sound wall or a specially-designed barrier capable of reducing noise levels by up to 4 dBA.

According to the plans, some type of fence would be expected around the perimeter of the pool area. While the site plan indicates that the pool area would be raised, the outdoor seating area to the east of the pool would not be. The height of the proposed sound wall or specially-designed fence would need to break the line-of-sight from the raised pool deck to the traffic noise sources. To do so, a 5-foot sound wall or specially-designed fence would be required around the perimeter, as measured from the base elevation of the raised pool area. It is recommended that the sound wall or specially-designed fence would be located around the perimeter of the entire outdoor space, as shown in Figure 12. The proposed barrier should be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of three lbs/ft² (e.g., one-inch thick marine-grade plywood, ½-inch laminated glass, concrete masonry units (CMU)). The final recommendations shall be confirmed when detailed site plans and grading plans are available. With the implementation of this proposed barrier, the exterior noise environment would be at or below 60 dBA DNL.

FIGURE 12 Recommended Sound Wall or Specially-Designed Fence



Future Interior Noise Environment

Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard commercial hotel construction provides approximately 20 to 25 dBA of exterior-to-interior noise reduction, assuming windows are closed. For exterior noise environments ranging from 65 to 70 dBA DNL, interior noise levels can typically be maintained below 45 dBA DNL with the incorporation of an adequate forced-air mechanical ventilation system in each hotel room, allowing the windows to be closed. In noise environments of 70 dBA DNL or greater, a combination of forced-air mechanical ventilation and sound-rated construction methods are often necessary to meet the interior noise level limit.

The southern building façade would be set back approximately 35 feet from the centerline of Bark Lane and approximately 210 to 280 feet from the centerline of South De Anza Boulevard. At these distances, the exterior-facing rooms along this façade would be exposed to future exterior noise levels ranging from 64 to 67 dBA DNL.

At the western façade, noise levels would be expected to be higher due to a closer setback from De Anza Boulevard. At a distance of 200 to 210 feet from the center of South De Anza Boulevard, noise levels due to traffic would be expected to be up to 67 dBA DNL.

Assuming adequate force-air mechanical ventilation systems are provided in each hotel room and windows are to remain closed, the future interior noise level would meet the City's 45 dBA DNL and would not require the implementation of further measures.

Aircraft Noise

Norman Y. Mineta San José International Airport is a public-use airport located approximately 6.7 miles northeast of the project site. A review of the 2027 noise contour map established by the Santa

Clara County ALUC indicates that the project site is located outside of the future Mineta San José International Airport 65 CNEL noise contour. Hotel land uses proposed in exterior noise environments of 65 CNEL or less are considered compatible with aircraft noise by the Santa Clara County ALUC. While occasional aircraft flyovers would be audible at the site, the proposed project would be compatible with the City's exterior noise standards for aircraft noise.

NOISE IMPACTS AND MITIGATION MEASURES

Significance Criteria

Paraphrasing from Appendix G of the CEQA Guidelines, a project would normally result in significant noise impacts if noise levels generated by the project conflict with adopted environmental standards or plans, if the project would generate excessive groundborne vibration levels, or if ambient noise levels at sensitive receivers would be substantially increased over a permanent, temporary, or periodic basis. The following criteria were used to evaluate the significance of environmental noise resulting from the project:

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or Municipal Code.
- A significant impact would be identified if the construction of the project would expose persons to excessive vibration levels. Groundborne vibration levels exceeding 0.2 in/sec PPV would have the potential to result in cosmetic damage to normal buildings.
- A significant impact would be identified if traffic generated by the project would substantially increase noise levels at sensitive receivers in the vicinity. A substantial increase would occur if: a) the noise level increase is 5 dBA DNL or greater, with a future noise level of less than 60 dBA DNL, or b) the noise level increase is 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater.
- A significant noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. Hourly average noise levels exceeding 60 dBA L_{eq} , and the ambient by at least 5 dBA L_{eq} , for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses.

Impact 1: Noise Levels in Excess of Standards. The proposed project could generate noise in excess of standards established in the City's General Plan and Municipal Code at the nearby sensitive receptors. **This is a potentially significant impact.**

Mechanical Equipment Noise

Hotel buildings typically require various mechanical equipment, such as air conditioners, exhaust fans, and air handling equipment for ventilation of the buildings. The site plan indicates mechanical equipment rooms located within the underground parking structure. While details

pertaining to the roof layout do not show mechanical equipment, this is typically a location for such equipment. Additionally, the roof plan shows screens, which would provide some shielding for mechanical equipment; however, without knowing specific information such as the number and types of units, size, housing specifications, source noise levels, and precise locations, the impact of mechanical equipment noise on nearby noise-sensitive uses cannot be assessed at this time.

Currently, residential land uses adjoin the site along the eastern boundary of the site, as well as southeast of the site, opposite Bark Lane. The existing buildings on the adjacent site are two stories and have setbacks from the shared property line of approximately 20 feet. A new six-story residential building is proposed on this adjacent site. This would replace the existing residences. Design planning should take into account the noise criteria associated with mechanical equipment and utilize site planning to locate equipment in less noise-sensitive areas, such as the rooftop away from the edge of the building nearest to the adjacent existing or future residential land uses. While rooftop equipment on the proposed hotel would be more shielded from the existing two-story buildings, the mechanical equipment noise generated on the project site must meet the City's thresholds under existing and future conditions. If design planning considers only the existing two-story buildings and these structures are eventually replaced with the future six-story building, then the hotel may be required to implement new design features to reduce noise levels at the future adjacent site. The proposed six-story residential building would be in close proximity to the hotel, and units located on the top floor would have direct line-of-sight to the rooftop of the proposed hotel. Therefore, the roof screens shown in the site plan may not provide adequate shielding for the rooftop equipment. Other controls, such as fan silencers, enclosures, and taller screen walls, etc., may be required.

Under the City's Noise Element, noise levels from building equipment shall not exceed a noise level of 55 dBA DNL at receiving noise-sensitive land uses. Conservatively, mechanical equipment noise for the proposed project has the potential to exceed 55 dBA DNL at the nearby sensitive uses. This is conservatively considered a significant impact.

Truck Loading and Parking Activities

The site plan does not indicate a specific loading zone on site. It is assumed that loading activities would occur along the western building façade where the main entrance is shown in the site plan. Deliveries could also occur within the underground parking structure. While delivery times and frequency of these events were not provided at the time of this study, it is assumed that these activities, including maintenance activities would occur during daytime hours.

Typical noise levels generated by loading and unloading of truck deliveries would be similar to noise levels generated by truck movements at the existing gas station and other nearby commercial uses surrounding the site. Due to the type of land use, truck deliveries are anticipated to be infrequent. If the designated delivery zone is within the parking structure, noise levels generated during loading and unloading, including truck maneuvering, would be completely shielded and would not impact the nearby residential land uses. If the designated delivery zone is located at the main entrance of the building, the proposed hotel would provide adequate shielding from the nearby residences, which are all located east of the site. Truck deliveries occurring at the proposed

project site are not expected to generate levels exceeding 55 dBA DNL or exceeding existing ambient conditions at the nearby residences. This would be a less-than-significant impact.

Mitigation Measure 1:

Mechanical Equipment Noise

Mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City's 55 dBA DNL noise level requirement at the nearby noise-sensitive land uses. A qualified acoustical consultant shall be retained to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and installation of noise barriers, such as enclosures and parapet walls, to block the line-of-sight between the noise source and the nearest receptors. Alternate measures may be optimal to reduce mechanical equipment noise on the adjacent residential site under both existing and future conditions, such as locating equipment in less noise-sensitive areas, such as within the underground parking structure, where feasible.

Impact 2: Exposure to Excessive Groundborne Vibration due to Construction. Construction-related vibration levels resulting from activities near the southern boundary of the project site would exceed 0.2 in/sec PPV at the adjacent residential and commercial land uses. **This is a significant impact.**

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include site preparation work, foundation work, and new building framing and finishing. While a list of construction equipment was not available for the proposed project, pile driving, which can cause excessive vibration, is not expected for the proposed project.

Policy EC-2.3 of the City of San José General Plan limits vibration levels during demolition and construction to 0.08 in/sec PPV for sensitive historic structures to minimize the potential for cosmetic damage to buildings on adjacent sites. A vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction. With no known historical buildings in the vicinity of the project site, a significant impact would occur if nearby buildings were exposed to vibration levels in excess of 0.20 in/sec PPV.

Table 5 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet. Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate substantial vibration in the immediate vicinity. Jackhammers typically generate vibration levels of 0.035 in/sec PPV, and drilling typically generates vibration levels of 0.09 in/sec PPV at a distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used.

For the proposed project, heavy equipment usage is expected near the shared property lines of the nearby existing residential and commercial land uses. Along the eastern boundary, the nearest

existing residential buildings would be approximately 20 feet of the shared boundary. At these distances, vibration levels would be up to 0.27 in/sec PPV. According to the site plans of the future residential building proposed to the east of the site, the building's setback from the shared property line would be 10 feet, which would result in vibration levels up to 0.58 in/sec PPV at the nearest future façade. The commercial buildings to the west of the site would be 15 to 65 feet from the project site. Vibration levels at these distances would be up to 0.37 in/sec PPV at 15 feet and up to 0.07 in/sec PPV at 65 feet. The commercial building to the north would be 45 feet from the northern boundary of the site, and at this distance, vibration levels would be up to 0.11 in/sec PPV. Commercial and residential buildings south of the site, opposite Bark Lane, would be 80 feet or more from the southern boundary. At these distances, vibration levels would be up to 0.06 in/sec PPV. When the use of heavy equipment occurs near the eastern and western property lines, vibration levels at the adjacent commercial and residential buildings would exceed the 0.2 in/sec PPV threshold.

Construction activity for the proposed project could potentially result in cosmetic damage to the residences and commercial buildings adjacent to the site to the east and to the west. This is a significant impact.

TABLE 5 Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft. (in/sec)	Approximate L _v at 25 ft. (VdB)
Pile Driver (Impact)	upper range	1.158	112
	typical	0.644	104
Pile Driver (Sonic)	upper range	0.734	105
	typical	0.170	93
Clam shovel drop		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006.

Mitigation Measure 2:

The following measures shall be implemented where vibration levels due to construction activities would exceed 0.2 in/sec PPV at nearby sensitive uses:

- Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 30 feet of any adjacent building, where feasible.

- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

Critical factors pertaining to the impact of construction vibration on sensitive receptors include the proximity of the existing structures to the project site, the soundness of the structures, and the methods of construction used. The implementation of these mitigation measures would reduce a potential impact to a less-than-significant level.

Impact 3: Permanent Noise Level Increase. The proposed project is not expected to cause a substantial permanent noise level increase at the existing residential land uses in the project vicinity. **This is a less-than-significant impact.**

According to Policy EC-1.2 of the City's General Plan, a significant permanent noise increase would occur if the project would increase noise levels at noise-sensitive receptors by 3 dBA DNL or more where ambient noise levels exceed the "normally acceptable" noise level standard. Where ambient noise levels are at or below the "normally acceptable" noise level standard, noise level increases of 5 dBA DNL or more would be considered significant. The City's General Plan defines the "normally acceptable" outdoor noise level standard for the residential land uses to be 60 dBA DNL. Existing ambient levels, based on the measurements made in the project vicinity, exceed 60 dBA DNL. Therefore, a significant impact would occur if traffic due to the proposed project would permanently increase ambient levels by 3 dBA DNL. For reference, a 3 dBA DNL noise increase would be expected if the project would double existing traffic volumes along a roadway.

Traffic volumes for the proposed project were provided for five different intersections in the project vicinity.¹ Upon comparison of existing plus project volumes to the existing traffic volumes, a traffic noise increase of 1 dBA or less was estimated for each roadway segment included in the traffic report. The project would neither result in a doubling of traffic nor result in a permanent noise increase of 3 dBA DNL or more. This is a less-than-significant impact.

Mitigation Measure 3: None required.

Impact 4: Cumulative Noise Increase. The proposed project would not make a cumulatively considerable contribution to future noise levels at residential land uses in the vicinity. **This is a less-than-significant impact.**

A significant impact would occur if the cumulative traffic noise level increase was 3 dBA DNL or greater for future levels exceeding 60 dBA DNL or was 5 dBA DNL or greater for future levels at or below 60 dBA DNL and if the project would make a "cumulatively considerable" contribution to the overall traffic noise increase. A "cumulatively considerable" contribution would be defined as an increase of 1 dBA DNL or more attributable solely to the proposed project.

Cumulative traffic noise level increases were calculated by comparing the cumulative (no project) traffic volumes and the cumulative plus project volumes to existing traffic volumes. Up to a 1 dBA DNL increase was calculated along Bark Lane under both cumulative (no project) and cumulative plus project scenarios, while all other roadway segments resulted in a less than 1 dBA DNL increase. The estimated cumulative noise increase would be less than 3 dBA DNL along each

roadway segment included in the traffic report. Additionally, the proposed project would not result in a cumulatively considerable contribution to the future noise levels since both cumulative scenarios would increase the noise environment by 1 dBA DNL or less. This would be a less-than-significant impact.

Mitigation Measure 4: None required.

Impact 5: Temporary Construction Noise. Existing noise-sensitive land uses would be exposed to a temporary increase in ambient noise levels due to project construction activities. The incorporation of construction best management practices as project conditions of approval would result in a **less-than-significant** temporary noise impact.

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Policy EC-1.7 of the City's General Plan requires that all construction operations within the City to use best available noise suppression devices and techniques and to limit construction hours near residential uses per the Municipal Code allowable hours, which are between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday when construction occurs within 500 feet of a residential land use unless permission is granted with a development permit or other planning approval by the City. Further, the City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would involve substantial noise-generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

While noise thresholds for temporary construction are not provided in the City's General Plan or Municipal Code, the Fundamentals section of this report provides a threshold of 45 dBA for speech interference indoors. Assuming a 15 dBA exterior-to-interior reduction for standard residential construction and a 25 dBA exterior-to-interior reduction for standard commercial construction, this would correlate to an exterior threshold of 60 dBA L_{eq} at residential land uses and 70 dBA L_{eq} at commercial land uses. Additionally, temporary construction would be annoying to surrounding land uses if the ambient noise environment increased by at least 5 dBA L_{eq} for an extended period of time. Therefore, the temporary construction noise impact would be considered significant if project construction activities exceeded 60 dBA L_{eq} at nearby residences or exceeded 70 dBA L_{eq} at nearby commercial land uses and exceeded the ambient noise environment by 5 dBA L_{eq} or more for a period longer than one year.

Existing residences to the east range from 55 to 80 feet from the center of the project site. At these residences, existing ambient levels range from 55 to 60 dBA L_{eq} during daytime hours. Existing commercial building range from 60 to 155 feet from the center of project site. These uses include

a fast food restaurant and a gas station. These land uses have existing ambient daytime levels ranging from 55 to 60 dBA L_{eq} during daytime hours.

Construction activities generate considerable amounts of noise, especially during earth-moving activities and during the construction of the building's foundation when heavy equipment is used. The typical range of maximum instantaneous noise levels would be 78 to 90 dBA L_{max} at a distance of 50 feet, as shown in Table 6. Typical hourly average construction-generated noise levels for hotel buildings are about 78 to 89 dBA L_{eq} measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.), as shown in Table 7.

A detailed list of equipment expected to be used for the proposed project construction and phasing information were not available at the time of this study. However, construction activities for the proposed project are expected to take over 12 months to complete, and pile driving is not anticipated. To estimate the construction noise levels generated by the proposed project, the noise levels provided in Table 7 for hotels were used to estimate the range of construction noise levels expected at the nearby existing land uses. The estimates were calculated by measuring from the center of the project site to the property lines of the nearby receptors. The estimated results are summarized in Table 8. These levels do not assume reductions due to intervening buildings or other existing shielding features, such as sound walls.

As shown in Table 8, noise levels would at times exceed 60 dBA L_{eq} at residential land uses during typical construction phases and would at times exceed 70 dBA L_{eq} at commercial land uses. Further, ambient levels at the surrounding uses would potentially be exceeded by 5 dBA L_{eq} or more at various times throughout construction. Since construction of the proposed project would take 16 to 18 months to complete and considering that the project site is located within 500 feet of existing residences and within 200 feet of existing commercial uses, Policy EC-1.7 of the City's General Plan would consider this temporary construction impact to be significant.

TABLE 6 Construction Equipment 50-Foot Noise Emission Limits

Equipment Category	L_{max} Level (dBA)^{1,2}	Impact/Continuous
Arc Welder	73	Continuous
Auger Drill Rig	85	Continuous
Backhoe	80	Continuous
Bar Bender	80	Continuous
Boring Jack Power Unit	80	Continuous
Chain Saw	85	Continuous
Compressor ³	70	Continuous
Compressor (other)	80	Continuous
Concrete Mixer	85	Continuous
Concrete Pump	82	Continuous
Concrete Saw	90	Continuous
Concrete Vibrator	80	Continuous
Crane	85	Continuous
Dozer	85	Continuous
Excavator	85	Continuous
Front End Loader	80	Continuous
Generator	82	Continuous

Equipment Category	L _{max} Level (dBA) ^{1,2}	Impact/Continuous
Generator (25 KVA or less)	70	Continuous
Gradall	85	Continuous
Grader	85	Continuous
Grinder Saw	85	Continuous
Horizontal Boring Hydro Jack	80	Continuous
Hydra Break Ram	90	Impact
Impact Pile Driver	105	Impact
Insitu Soil Sampling Rig	84	Continuous
Jackhammer	85	Impact
Mounted Impact Hammer (hoe ram)	90	Impact
Paver	85	Continuous
Pneumatic Tools	85	Continuous
Pumps	77	Continuous
Rock Drill	85	Continuous
Scraper	85	Continuous
Slurry Trenching Machine	82	Continuous
Soil Mix Drill Rig	80	Continuous
Street Sweeper	80	Continuous
Tractor	84	Continuous
Truck (dump, delivery)	84	Continuous
Vacuum Excavator Truck (vac-truck)	85	Continuous
Vibratory Compactor	80	Continuous
Vibratory Pile Driver	95	Continuous
All other equipment with engines larger than 5 HP	85	Continuous

Notes:

¹ Measured at 50 feet from the construction equipment, with a "slow" (1 sec.) time constant.

² Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.

³ Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

TABLE 7 Typical Ranges of Construction Noise Levels at 50 Feet, L_{eq} (dBA)

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84
I - All pertinent equipment present at site.								
II - Minimum required equipment present at site.								

Source: U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.

TABLE 8 Estimated Construction Noise Levels at Nearby Land Uses

Proposed Project Construction	Estimated Noise Levels at Nearby Land Uses, dBA L_{eq}				
	North Commercial (115 feet)	West Commercial (50 feet)	East Residence (45 feet)	Northeast Residence (80 feet)	Southeast Residence (180 feet)
Ground Clearing	77 dBA L _{eq}	84 dBA L _{eq}	85 dBA L _{eq}	80 dBA L _{eq}	73 dBA L _{eq}
Excavation	82 dBA L _{eq}	89 dBA L _{eq}	90 dBA L _{eq}	85 dBA L _{eq}	78 dBA L _{eq}
Foundations	71 dBA L _{eq}	78 dBA L _{eq}	79 dBA L _{eq}	74 dBA L _{eq}	67 dBA L _{eq}
Erection	80 dBA L _{eq}	87 dBA L _{eq}	88 dBA L _{eq}	83 dBA L _{eq}	76 dBA L _{eq}
Finishing	82 dBA L _{eq}	89 dBA L _{eq}	90 dBA L _{eq}	85 dBA L _{eq}	78 dBA L _{eq}

Mitigation Measure 5:

Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction material, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life. Construction activities will be conducted in accordance with the provisions of the City's General Plan and the Municipal Code, which limits temporary construction work within 500 feet of residential land uses to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday unless permission is granted with a development permit or other planning approval by the City. Construction is prohibited on weekends at sites located within 500 feet of residential units. Further, the City shall require the construction crew to adhere to the following construction best management practices to reduce construction noise levels emanating from the site and minimize disruption and annoyance at existing noise-sensitive receptors in the project vicinity.

Construction Best Management Practices

Develop and implement a construction noise control plan, including, but not limited to, the following available controls:

- In accordance with Policy EC-1.7 of the City's General Plan, utilize the best available noise suppression devices and techniques during construction activities.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall

be used reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.

- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

Implementation of the above measures would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. With the implementation of these measures and recognizing that noise generated by construction activities would occur over a temporary period, the temporary increase in ambient noise levels would be less-than-significant.

Impact 6: Cumulative Construction Noise. Existing noise-sensitive land uses would be exposed to cumulative construction noise levels in excess of ambient noise levels. The incorporation of construction best management practices provided in Mitigation Measure 5 as project conditions of approval would result in a **less-than-significant** cumulative construction noise impact.

The construction of the proposed hotel project could occur concurrently with the residential development proposed east of the site or could occur sequentially with the residential development proposed east of the site. If the projects are constructed concurrently, combined project construction noise levels would be approximately 3 dBA higher than individual project construction noise levels; however the total duration of construction activities to which the surrounding noise-sensitive receptors would be exposed would be shorter. If construction for the two projects would occur sequentially, then construction noise levels would be moderate, as described in Impact 5, but the total time of construction noise exposure could be up to three years in duration. Policy EC-1.7 of the City's General Plan states that any construction activity lasting

for one year or more would be considered less-than-significant with the incorporation of the construction best management practices provided in Mitigation Measure 5 of this report. Therefore, the cumulative noise exposure from the two projects constructed either concurrently or sequentially would be considered less-than-significant with the implementation of Mitigation Measure 5.

Mitigation Measure 6: No further mitigation required.